

PORT REPORT

State of the Port

Clearly, 2004 was the year of the automobile in Maryland's Port of Baltimore. For the second year in a row, we maintained our No. 2 position in the United States for importing and exporting automobiles. More than 500,000 autos rolled across the Maryland Port Administration's terminals.

We have added new customers, while securing long-term agreements with current customers. Hyundai, Kia, Nissan, Jaguar and Porsche all represent new business to the Port. Mercedes-Benz USA just signed a 20-year contract with two 10-year extensions to use the Fairfield Terminal. They expect to bring in 160,000 vehicles a year when they are at full production. This represents more than \$60 million in revenue over the life of the lease.

Overall, we handled more than seven million tons of cargo this year, representing a two percent increase and maintaining our eighth position nationwide in total value of cargo.

In fact, we have done well in all our targeted cargos. We still rank No. 1 in roll on/roll off cargo, with a sizeable portion of Dundalk Marine Terminal leased to Wallenius Wilhelmsen Lines, who specialize in this type of cargo.

At Seagirt Marine Terminal, we completed the purchase of 12 new rubber-tired gantry cranes, which allows for more efficient storage and handling of containers, and nearly doubles the capacity of this container facility.

We have completed a 100,000-square foot shed at South Locust Point for paper and are in the process of completing a 300,000-foot shed there for rolled paper. For the third year in a row, the Port has topped one million tons in forest products.

Security has become a major issue for all ports since the 9/11 terrorist attack on the World Trade Center in New York City and the Pentagon in Washington, D.C. We have worked closely with the Department of Homeland Security and the umbrella group – the Area Maritime Security Committee (AMS) – to deal effectively with this complicated issue.

Being a member of the AMS team has allowed us to tap into a wealth of expertise from organizations such as the U.S. Coast Guard, U.S. Customs and Border Protection, FBI and U.S. Attorney's Office/Anti-Terrorist Task Force, just to mention a few.

It is this coordination of resources and strategic planning that has allowed us to move ahead effectively – securing \$10,000,000 in federal grants to preserve and enhance security at the Port.

Helping oversee all this are four new Port Commissioners appointed by Governor Robert L. Ehrlich, Jr.: Wayne K. Curry, George C. Doub, III, John G. Gary and Michael Martino. These commissioners join Robert Sewall and Fred Wineland on the Maryland Port Commission. These commissioners have met the challenge of overseeing a vital international seaport, and have risen to that challenge.

I feel very good about the future of the Port of Baltimore. After all it's been thriving for nearly 300 years, and I can foresee it thriving for another 300 more.




James J. White
Executive Director